

**TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE**



**FISCAL NOTE**

**HB 437 - SB 425**

March 10, 2011

**SUMMARY OF BILL:** Deletes requirement that a vehicle making a right turn on a red signal come to a full and complete stop prior to turning. Requires vehicles making a right turn on a red signal to yield the right-of-way to cross traffic and pedestrians.

**ESTIMATED FISCAL IMPACT:**

**Decrease State Revenue – \$22,800**  
**Decrease State Expenditures – Not Significant**

**Decrease Local Revenue – Exceeds \$241,200**  
**Decrease Local Expenditures – Not Significant**

**Assumptions:**

- The Department of Safety estimates the current number of citations issued by Tennessee Highway Patrol and county sheriffs to be 2,000 per year with an average fine of \$15.
- Local courts receive a five percent commission of fine revenue. The state retains 95 percent of fine revenue.
- An 80 percent collection rate for fines.
- A recurring decrease in state revenue of \$22,800 (2,000 violations x \$15 x 80% collection rate x 95%).
- A recurring decrease in local revenue to the courts of \$1,200 (2,000 violations x \$15 x 80% collection rate x 5%).
- Local government citations are estimated to be 20,000 per year with an average fine of at least \$15.
- Local governments retain 100 percent of fine revenue.
- An 80 percent collection rate for fines.
- A recurring decrease in local revenue exceeding \$240,000 (20,000 violations x \$15 fine x 80% collection rate).
- Any decrease in expenditures resulting from law enforcement no longer enforcing current right turn on red laws will be not significant.

**CERTIFICATION:**

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in blue ink, appearing to read "James W. White". The signature is fluid and cursive, with the first name "James" written in a smaller, more compact script than the last name "White".

James W. White, Executive Director

/jaw